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THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, DEC. 20, 1892.

Meeting of Congress—The President's Message.

Congress met Monday, and as both Houses were already organized, and the mails to be landed in certain cases, for a reason which does not furnish, in the opinion of this Government, even a good presumptive ground for such a prohibition, has been made the subject of serious consideration at Madrid.

The United States have been invited by England and France to become a party to a tripartite Convention, disclaiming now and for the future all intention to take possession of the Island of Cuba, and binding themselves to abstain from any such attempt by any power.

This invitation has been respectfully declined, at the same time that the President should regard the incorporation of Cuba into the Union at the present time as fraught with serious peril.

The rejection by the Mexican Congress of the Convention for a transit over the Isthmus of Tehuantepec has thrown a very serious obstacle in the way of the attainment of a very desirable national object. It is still hoped that this matter may be amicably adjusted.

The joint proposition of Great Britain and the U. States, for the guarantee and protection of the Nicaragua route, has not met the approval of the State of Nicaragua.

The Executive Government of Venezuela has recognized some claims of American citizens. It is hoped the Congress of that country will make provision for the payment of the same.

The expedition of forces from Buenos Ayres affords reason to believe that the La Plata will be opened to our commerce.

A commercial treaty has been concluded with Uruguay, from which the most beneficial results are anticipated.

The position assumed in regard to the rights of Peru in the Lobos Islands, was found on examination to be unjust to that country, and the wrong unintentionally done her was promptly repaired by an unreserved acknowledgment of her sovereignty.

The Japan Expedition, it is hoped, may be productive of beneficial results, in establishing relations with that country; a matter of great importance on account of the rapid growth of our commerce and population on the Pacific. It is purely of a friendly character.

A transfer of certain branches of business is recommended from the State Department to that of the Interior.

The buildings appropriated to the War and Navy Departments are not fire-proof, nor suitable for their purposes.

The receipts into the Treasury during the last fiscal year were \$49,728,338 89, and the expenditures \$46,007,896 20, of which \$3,455,815 33 was on account of the principal and interest of the public debt, including the last instalment to Mexico. The balance in the Treasury on July 1st was \$14,632,136 57.

The value of foreign merchandise imported was \$27,349,101; of foreign merchandise exported \$17,204,825; leaving a \$10,000,000 in the country. The amount of domestic produce exported, exclusive of specie, was \$149,861,911; of specie, \$2,507,235—in all, \$152,369,146. \$5,262,648 of specie was imported from foreign ports, chiefly in the hands of emigrants, we presume.

The President recommends the protective policy and specific duties. Of course his recommendations in these respects are mere matters of course. Some details may be altered, but the general principles of the tariff of '96 will not be changed by Congress.

The operations of the Land and Indian Offices and the Navy Department are detailed. It will swell our synopses to an undue length to go over this part of the message.

The President of the Post Office has fallen off 22 cents under the new law. A return to the former higher rates is not, however, recommended.

The conclusion of the message is an appeal against intervention, etc., and as it is purely an argument or appeal, is incapable of fair consideration. It will be differently viewed by different people.

Defeat of Free Suffrage.

It is with sincere regret that we are forced to announce the defeat of the Free Suffrage Bill in the Senate of North Carolina on Friday last, upon which day it came up on a re-consideration, moved by Mr. Hoke, of Lincoln, who had voted against it on Tuesday preceding. By the vote given in the result of our Raleigh Correspondent, it will be seen that every Democrat in the Senate voted in favor of the Bill with the exception of Mr. Speaker Edwards.

It appears that six Whigs and twenty-seven Democrats voted for the Bill; and fifteen Whigs, and one Democrat against it. The Democrat is Mr. Edwards.

We had hoped that this amendment, evidently desired by the people of the State, would have been passed into a law by the present General Assembly; and on its ratification by the people at the next election, would have become a portion of the Constitution of North Carolina. We have been disappointed.

The whole question is again at sea, and unless something can yet be done at the present session, all the progress that has already been made will have been lost, and the whole question have to be gone over with *ab initio*.

The responsibility of the defeat rests with those who produced it; and the people will hold them accountable for the consequences of their act, and subject to that displeasure which they have incurred by a palpable disregard of the wishes of their constituents. As a party, the Democrats have done their duty in the premises. Their opponents could have passed this bill, thus closing an agitation which they affect to deprecate, but they have not; and they, as a party, are entitled to the credit, or amenable to the censure which the voters of North Carolina may choose to award to the killers of Free Suffrage. Of course, Mr. Edwards must feel, that in his solitary position, he stands isolated from his party, and in direct antagonism to its principles and policy upon this point. While the public at large will hold the Whig party responsible for the defeat of Free Suffrage, Mr. Edwards will be held to an especial account by his own party, whose partiality has awarded him position and honor, only to receive opposition and defeat in return.

It is not our wish to indulge in feelings or expressions of bitterness at this time, and we therefore suppress much that might be in accordance with the dictates of impulse, and perhaps also in pursuance of strict party duty. We presume Mr. Edwards' motives were disinterested, and that he was sincere in his opposition to Free Suffrage. He has no doubt committed himself at some time against the measure, perhaps without due examination, and with the pride of fancied consistency or the stubbornness of Old Foggy prejudice, he still refuses to see with any other spectacles than those falsely colored and distorted ones through which he received his first views and impressions of this subject. We do not want to censure Mr. Edwards, or Warren, but it seems to us unfortunate that a Democratic and Free Suffrage Senator should have chosen him as his head and front by electing him to the office of Speaker. Any person has a perfect right to be Democrat or Whig, Free Suffrage man or Anti-Free Suffrage man as his feelings and judgment may dictate, but it seems to us hardly fair for a man to claim to be of an organization and not *with it*—to receive its honors and preferences and yet thwart its objects.

Such, however, is Mr. Edwards' position. He is

to be of the Democratic party, and yet refuse to act with it upon a question which has formed a prominent and distinctive feature in its State policy.

We hear a great deal about independence, freedom from dictation, and all that sort of thing; nineteen-tenths of which is preached up for the purposes of humbug. The whole thing is a species of political bankruptcy or repudiation—an attempt to grasp the rewards and honors of a party without honestly discharging the corresponding obligation thereby incurred—to labor for its success, and strengthen its organization.

If Mr. Edwards could not act with the Democratic party, he should not have allowed himself to accept an election at its hands.

We learn from Raleigh that the Whig members had held a caucus in regard to the course of that party towards Free Suffrage. Was it part of the plan to give it just sufficient votes to throw the responsibility of its defeat upon the Speaker?

Beaufort.

The continuation of the Central Railroad to the harbor of Beaufort, is simply a matter of time. It is a fixed fact—an inevitable occurrence—and it is as well that our people should make up their minds to this, and be prepared to meet and combat whatever adverse consequences to our trade or prosperity may be expected to flow from such a continuation or connection.

A Bill is now before the Legislature of this State, providing for the incorporation of the Atlantic and North Carolina Railroad Company, being simply an extension of the Central Railroad from Goldsboro' to Beaufort, via Newbern. The capital of the Company is to be \$800,000, and the Bill provides for a transfer to the Company of the State stock in the Raleigh and Gaston Railroad, (\$400,000), together with \$25,000 in the Wilmington and Raleigh Road, and \$75,000 in the Fayetteville and Western Plank Road; and it further authorizes the counties and towns through which the Road runs, to subscribe to its stock. This bill, we presume, will pass, since it contemplates no increase of the liabilities of the State.

How far the proposed transfers of stock may assist the Road, we cannot undertake even to guess. Such and so many have been the failures and misfortunes of the Raleigh and Gaston Road, that even now, under its new charter and organization, we fear that its stock bears no value in the market, and consequently the transfer of the \$400,000 held by the State in that work is, for the present, at least, merely nominal, and can confer no real strength, nor contribute any real assistance to the Beaufort project.

The \$100,000 derived from our Road, and the Fayetteville Plank Road, is something more tangible and available. But even supposing that the State subscription were to be made in money instead of in scribbled stock, we take it that there would be a very considerable difficulty experienced in getting up the remaining three hundred thousand dollars, since the Road could offer no sort of inducements as an investment, being totally out of the great lines of travel, and forced to compete even for freight with larger towns, and well known and established markets.

Perhaps, however, something might be done by stirring up the counties and towns on the line.

It is thus evident that, although the construction of a Railroad to Beaufort is among those fixed facts which the future will certainly exhibit, its completion is by no means at hand. Long years must first intervene, and many difficulties be met and overcome; and we think it is neither a disparagement to the section interested in it, nor an undue compliment to Wilmington, to say that these difficulties are not likely to be met with that indomitable perseverance and enterprise which has distinguished the people of this place, and carried forward every enterprise in which they have been engaged, to a final triumph over every obstacle which has been opposed to it. The Beaufort Road, if made at all, is as likely to be finished in 1860 as at an earlier period.

Allowing this time for its completion, we will then stand towards it in this position. The distance from Goldsboro' to Beaufort will not vary much from that to Wilmington. We cannot tell the exact distance, but there will certainly be some miles in our favor. As a freight-carrying road, ours will have decidedly the advantage, since it will not have to depend wholly or chiefly upon freight, as the other must, and can, therefore, carry cheaper. Upon our side will be all the advantages of a large and established market—a population which by that time may fairly be set down at twelve thousand—business facilities, connections and enterprise, with corresponding capital concentrated here, together with the advantages derived from other works, and an invaluable river communication with the interior. On the side of Beaufort will be the single, but inestimable advantage of a splendid port, easy of access, and with a depth of water sufficient for any purpose whatever.

Will our advantages of various kinds be sufficient to counterbalance the inferiority of our port to that of Beaufort, and enable us to retain and augment our trade without suffering any important diversion by the construction of a Railroad to that point? For our own part, we think they will, most abundantly; nor, indeed, do we look upon the depth of water as being, under the circumstances, so serious a matter as some of our friends might seem to regard it. Certain it is, that our port is susceptible of improvement, so that vessels drawing fourteen or fifteen feet, might easily come to our wharves at any time, or under any state of the tides; and this we consider fully sufficient for all our purposes—certainly sufficient for any purposes of competition with our proposed rival. But this depth of water we ought to have—and must have—since its attainment is considered practicable.

Of what great practical value, for years, may for ages to come, the possession of twenty-four feet water be to Beaufort as a trading place, supposing a trading town, were built at that point, which now there is not. For all purposes of coasting or West India trade, fourteen feet is as good as forty, and it is hardly possible that that great City could expect to enter into competition with New York in the European importing trade. Freight must always run lower to Wilmington than almost any other port, from the large quantity, and bulky nature of the produce shipped from her; and these must necessarily be largely increased through the operation of causes totally independent of the Central Railroad. The low freights will make her a point to which goods intended for the interior will be shipped and carried over our various works. This will produce acquaintance and reciprocity; and those who receive their goods through Wilmington, will be apt to send or ship their produce at the same port, and also to make such purchases as they can make here with advantage.

Whatever others may think of the effects of a Railroad to Beaufort, we must confess that we attach very little importance to it. Beaufort has always existed, and if there never was energy enough to build for a Railroad on its own account, the mere fact of other people spending on *down there*, will not give it the capital, the business, or the energy, sufficient to constitute a rival to Wilmington. We might have

improvement of our inland ports, as matters essential to us, and important to the whole section of country associated with us.

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We hope to be excused in again referring to the question of our difficulties, past, present and prospective, with the Spanish authorities of the Island of Cuba, since, to disguise the matter as we may, that Island occupies, and must continue to occupy a prominent position among the topics which engage the attention of the American people.

We are no friends of Filibusters, or of any other species of lawlessness, disguised under whatever name; but we cannot conceal from ourselves the fact, that the present position of things in Cuba, affecting as it does, our commerce, and the rights of our citizens, is so anomalous in its character, and so well calculated to stir up the angry feelings of our population, as to render a lengthened existence of such a state of affairs a practicable impossibility; and no administration could assent to it, and hope to receive the countenance and support of the people. It would be preposterous to expect it.

On receiving the President's Message, every person naturally turned first to that portion of it having reference to the late Cuban difficulties. How far that reference is satisfactory, is another question; and one which we do not propose to discuss at this time; but one thing at least, is certain, and that is, that even the President, disposed as he has apparently been, to take part against Purser Smith and Mr. Law, even to demanding the removal of the former, and withdrawing the mails from the steamer of the latter, is forced to state that the action of the Captain General, in refusing to allow passengers and the mail to be landed in certain cases, has been "for a reason which does not furnish in the opinion of this government, even a good presumptive ground for such a prohibition; and has been made the subject of a serious remonstrance at Madrid." Now, here is the case of a mere Satrap of Spain, in a distant dependency, violating the rights secured by treaty to the commerce and the citizens of the United States, and persisting in his wrong, and this wrong submitted to by the United States Government until a remonstrance can be made to the Court of Madrid, while, in the meantime, our commerce is interrupted, and our flag insulted by a Spanish colonial Governor, who, because he is clothed with no power to treat with foreign governments, and is not in any degree under the control of the Spanish Minister at Washington, seems to consider himself, and to be considered by Mr. Fillmore, totally irresponsible, and at full liberty to do as he pleases. The Governor General of Cuba certainly appears to possess more power than the Government by which he is deputed, since he can do things without fear of resistance, or even remonstrance, which would not be submitted to for an hour, if done directly by the Spanish Government.

To say that men like Canedo can, at any time, act in the arbitrary and capricious manner which he has done in the case of Purser Smith and the various mail steamers which have been prevented from landing their mails and passengers, and that these wrongs will be patiently submitted to by the United States, in each case of the kind, until it can be "made the subject of a serious remonstrance at Madrid," would be to say what no one who will look at the matter coolly will believe. It is true that Canedo has seen the error of his ways, and now says that Purser Smith's denial on oath of the charges alleged against him is perfectly satisfactory; and that the mails, passengers, etc., can be landed as formerly; but this tardy acknowledgment alone for the insult and injury which have already been sustained, or does it afford any guarantee against similar occurrences in the future.

How many such affairs would it take to rouse a feeling in the United States that could not be repressed, and how often and how long would our people submit to the arbitrary caprices of an irresponsible Captain-General until a serious remonstrance could be made at Madrid, and the pleasure of the home government of Spain be ascertained in the premises? A few such affairs would make Filibusters by the thousands and tens of thousands, and place it beyond the power of Spain to retain the Island, or of any government to guarantee its possession to her. She must adopt some other system if she would retain her hold upon "the gem of the Antilles."

Hon. William B. King.

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Daily Journal, 4th inst.

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It is proposed to build a Railroad from the Mines to Fayetteville—a distance of some forty to forty-five miles, and we believe a bill is now before the Legislature to incorporate a company for that purpose. We quote the language of the Observer to show the part which this work is expected to contribute to the success of this Charleston project; and also, in forming a link in the Metropolitan route.

The Observer says:

"Now it has occurred to us, that a railroad from this place to the Coal Mines may be made a part of this Charleston scheme. This town is but little out of a direct line between the terminus of the North Eastern road and the Coal Mines. And if we build 40 miles of road, Charleston may be said to be moved that much of the way. A railroad from the Manchester road to this town would unquestionably lead to the completion of the long projected and much desired road from this place to Raleigh. And this we should be brought into connection with the great Northern and Southern railroads, and thus too by the shortest route from North to South."

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On receiving the President's Message, every person naturally turned first to that portion of it having reference to the late Cuban difficulties. How far that reference is satisfactory, is another question; and one which we do not propose to discuss at this time; but one thing at least, is certain, and that is, that even the President, disposed as he has apparently been, to take part against Purser Smith and Mr. Law, even to demanding the removal of the former, and withdrawing the mails from the steamer of the latter, is forced to state that the action of the Captain General, in refusing to allow passengers and the mail to be landed in certain cases, has been "for a reason which does not furnish in the opinion of this government, even a good presumptive ground for such a prohibition; and has been made the subject of a serious remonstrance at Madrid." Now, here is the case of a mere Satrap of Spain, in a distant dependency, violating the rights secured by treaty to the commerce and the citizens of the United States, and persisting in his wrong, and this wrong submitted to by the United States Government until a remonstrance can be made to the Court of Madrid, while, in the meantime, our commerce is interrupted, and our flag insulted by a Spanish colonial Governor, who, because he is clothed with no power to treat with foreign governments, and is not in any degree under the control of the Spanish Minister at Washington, seems to consider himself, and to be considered by Mr. Fillmore, totally irresponsible, and at full liberty to do as he pleases. The Governor General of Cuba certainly appears to possess more power than the Government by which he is deputed, since he can do things without fear of resistance, or even remonstrance, which would not be submitted to for an hour, if done directly by the Spanish Government.

To say that men like Canedo can, at any time, act in the arbitrary and capricious manner which he has done in the case of Purser Smith and the various mail steamers which have been prevented from landing their mails and passengers, and that these wrongs will be patiently submitted to by the United States, in each case of the kind, until it can be "made the subject of a serious remonstrance at Madrid," would be to say what no one who will look at the matter coolly will believe. It is true that Canedo has seen the error of his ways, and now says that Purser Smith's denial on oath of the charges alleged against him is perfectly satisfactory; and that the mails, passengers, etc., can be landed as formerly; but this tardy acknowledgment alone for the insult and injury which have already been sustained, or does it afford any guarantee against similar occurrences in the future.

How many such affairs would it take to rouse a feeling in the United States that could not be repressed, and how often and how long would our people submit to the arbitrary caprices of an irresponsible Captain-General until a serious remonstrance could be made at Madrid, and the pleasure of the home government of Spain be ascertained in the premises? A few such affairs would make Filibusters by the thousands and tens of thousands, and place it beyond the power of Spain to retain the Island, or of any government to guarantee its possession to her. She must adopt some other system if she would retain her hold upon "the gem of the Antilles."

Hon. William B. King.

The Vice President elect, arrived here last evening, on the boat from Charleston, and left in the cars this morning, for Washington City. A large number of our citizens called upon him at the Carolina Hotel, where he put up.

Mr. King looks to be in much better health than we had been led to suppose, from the rumours which had been abroad in regard to him. Indeed, he looked comparatively well, and in fine spirits—pleased to see his friends, and communicating pleasure by his affable and courteous manners.

As a mark of respect, some guns were fired and a band of music was on service in front of the Hotel, during a part of the evening. It is hoped that in the Spring Mr. King can and will make us a longer visit, when a more fitting reception can be given him, and he will have a better opportunity to mix with the citizens of his native district.

Daily Journal, 4th inst.

The North Carolina Coal Mines—Charleston and the Metropolitan Route.

An article in the Fayetteville Observer, of Thursday, 2d instant, headed "The Coal Mines—Important Projects to Fayetteville," has called our attention to a series of projects to which we would direct that of our readers, or, at least, such of them as have not already examined the matter.

It is, of course, known that the people of Charleston have projected a Road from that city to intersect the Wilmington and Manchester Road at or near Darlington. The name of this proposed work is "The North Eastern Railroad." It is also known that another Road—the Cheraw and Darlington—is intended to meet this Road at its intersection with the Manchester Road, and continue the line to Cheraw, with the intention to extend it to the Deep River Coal Mines in Chatham county, N. C. Such a project has certainly been discussed in the Charleston papers, and entertained by her citizens.

It is proposed to build a Railroad from the Mines to Fayetteville—a distance of some forty to forty-five miles, and we believe a bill is now before the Legislature to incorporate a company for that purpose. We quote the language of the Observer to show the part which this work is expected to contribute to the success of this Charleston project; and also, in forming a link in the Metropolitan route.

The Observer says:

"Now it has occurred to us, that a railroad from this place to the Coal Mines may be made a part of this Charleston scheme. This town is but little out of a direct line between the terminus of the North Eastern road and the Coal Mines. And if we build 40 miles of road, Charleston may be said to be moved that much of the way. A railroad from the Manchester road to this town would unquestionably lead to the completion of the long projected and much desired road from this place to Raleigh. And this we should be brought into connection with the great Northern and Southern railroads, and thus too by the shortest route from North to South."

The bearing of these things upon the

question of our inland ports, as matters essential to us, and important to the whole section of country associated with us.

The Cuban question and the President's Message.

We hope to be excused in again referring to the question of our difficulties, past, present and prospective, with the Spanish authorities of the Island of Cuba, since, to disguise the matter as we may, that Island occupies, and must continue to occupy a prominent position among the topics which engage the attention of the American people.

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and we say, the party has no other foreseen him—and they would have him know, that there are other men who have done yeoman's work for the cause of the great Democratic party—Dobbin is one of that number; and I am only sorry his name is up for Senator to excite the jealousy of men, in whom, we did hope a better principle prevailed. I still believe Mr. Dobbin is a man of high character, and a Whig, and the curse of the Democracy of this State, will rest upon the heads of such influential men of the party through whose treachery he may be defeated.

The vote by which the Plymouth Bank bill was defeated on Saturday, was reconsidered to-day, and was carried by a majority of 10.

Mr. Woodfin introduced a bill to appropriate \$3,500,000 for purposes of internal improvements—to complete the Central Road West, to connect at Knoxville, Tenn.; East, from Goldsboro' to Beaufort; to be applied to the Deep River Navigation improvement from the House, and for the Sandhills north of Yadkin and Watauga Rivers, &c.;—money to be raised by sale of the State Bonds, redeemable in 3 years, bearing interest at 6 per cent. This is emphatically the *Omnibus* bill of the session, and will not pass this time.

Mr. Luedge, Charleston and Chattanooga Railroad, bill passed third time.

In the House, the Committee on Internal Improvements reported a bill authorizing the union of the Greenville, Roanoke and Petersburg Railroad.

Mr. H. H. Battle, for the Senate, reported the bill for the Salisbury, Mocksville and Wilkesboro' Plank Road Company.

Mr. Corbett introduced a bill to incorporate the Merchants' and Planters' Bank in Wilmington.—The House and Deep River Navigation bill, both before the House, were taken up to-day, read, third time, and laid on the table.

The Senate, at 12 o'clock, repaired to the House of Commons, and, "according to law," proceeded to count the vote for Governor; when it appeared that Mr. Johnson had been elected.

The Free Suffrage bill, which was reconsidered in the House on Saturday, was taken up to-day and made the order of the day for to-morrow.

The Committee to whom was referred the subject reported a bill to restrict the part fishing in Albemarle Sound, and recommended it.

RECEIVED, Dec. 7, 1852.

DEAR JOURNAL—Mr. BARRY introduced in the Senate to-day a bill to amend the Constitution of North Carolina; being the same one passed at the last session. A great deal of unnecessary debate ensued. Mr. Joyner, contending that the bill was one of order, and that it should be decided otherwise, and his decision sustained by the Senate. No vote was taken on it, but on to-morrow it will receive its death blow.

Mr. McDowell introduced a bill to pay witnesses in Brunswick. Mr. Murchison a bill to incorporate the Free Little River Navigation Company.

The engrossed bill from the House of Commons relating to the Deep River and Cape Fear Navigation Company, was read the first time in the Senate.

Hon. W. H. Battle's resignation as a Judge of the Supreme Court, was read, and before the Senate together with his acceptance of the Supreme Court Judgeship.

In the House, the bill for the recovery of debts from non-resident debtors passed second time.

Mr. Blow introduced a memorial from citizens of Pitt. Mr. Dortch a bill to incorporate Goldsboro' and Nciding otherwise, and his decision sustained by the Senate. Mr. Erwin a bill to improve County Prisons, and to establish Houses of Correction. Mr. McIntyre a bill to incorporate the Robeson and Richmond Plank Road Company.

Mr. Caldwell a U. S. Senator is elected will much business be done. I have never witnessed a deeper indignation than now exists with the Democratic party proper. One man seeks the office of Senator, and is told that another is preferred. Becoming enraged he says, "Tell me, if I am not a member of the Democratic party; and, true to his instinct, he changes his opinion on the great land question, makes converts, and thus keeps off an important election. He has written and preached his funeral (political) discourse for the present"—his pride is wounded, and he cares not who sinks or swims. W.

Terrible Storm in the Mediterranean.

Ships wrecked and Loss of Life—Narrow Escape of the U. S. Sloop-of-war St. Louis—Suffering of her Officers and Crew.

M. J. Gaines, Esq., U. S. Consul at Tripoli, in a letter to the American Consul at Malta, communicates the following particulars of a terrible storm which occurred on the Mediterranean on the 19th, 20th, and 21st of October. In the harbor of Tripoli sixteen vessels and five abacks were driven ashore and went to pieces, and eight or nine lives lost. On the coast seven other vessels were wrecked. A Turkish ship, the *Albatross*, of 1,000 tons, and a large number of like-size lost. The dead bodies, as well as the cargo, were subsequently pillaged by the Arabs, but the Governor General had dispatched a strong force to arrest the robbers, and to demand the stolen property, or its value in money.

The storm did not stop at the interior much damage was also sustained by the mountain, torrents sweeping off the date and olive trees. A letter from Malta says:—

"Quite a large number of vessels were lost off Sicily, and about lost of clock on the night of the 20th. Fresh accounts of disasters in different parts of the Mediterranean. Several vessels were lost in this harbor, and some twenty or thirty lives also lost.—The walls that have stood for hundreds of years were blown down, and the water of the sea rushed into the city, and the people fled in terror. The boats were forced to be forced from one side of the harbor to the other."

The United States sloop-of-war St. Louis, D. N. Ingraham, Commander, bound from Tunis to Tripoli, encountered the gale when off the coast of Tripoli, and was driven ashore, and the crew were rescued. The ship was damaged, but the crew were saved. It is believed that if the gale had lasted ten hours longer, she too would have been driven ashore. A letter from one of her officers, published in the *Delaware Republican*, furnishes the following thrilling description of the storm:—

"We were about 70 miles from Tripoli, the wind freshened, and sharp lightning was discernable some distance astern of us, although it was moonlight, and few clouds to see. We had a fair wind, and all sails set. About lost of clock on the night of the 20th, the wind shifted to the north, and the sea rose to the top-sails, and at 12 o'clock had to close reef the main top-sails, and furl the fore and mizen, set the storm stay-sail, and heave the ship to; the wind blowing on shore, made us on a lee shore; by this time there was a great sea, and the wind was blowing at the rate of 3 or 4 knots per hour; the gale still raging with increased fury all day of the 21st. At midnight it commenced thundering and lightning, which increased so that we had to furl the main top-sail, and could carry nothing but the fore and mizen. The captain called all the officers on deck, and battered down the hatches fore and aft; all anchors ready for letting go, and with axes in hand we stood ready to cut away the masts. It was a terrifying scene. The berth deck was awash, and the water was so high that we could not get up, and we were all huddled together. While battering down the after hatch, myself and men were almost drowned by the volume of the water from the lee waist, which was under water up to our hatches. It was gloomy and dark, although the moon was up; all officers and crew were on the deck, and the life lines long held on to hold on, by all shivering with the cold, and anxious to see daylight. The gale still raging on the morning of the 22d, all down hearted, being so near the shore in such a heavy gale, (about 15 miles from the rocks), what a solemn thought it was, as we were so near the shore, and the wind was so strong, as she could certainly strike in 8 fathoms of water.

As a last resort, the Captain called his officers together, and consulted what was best to be done under existing circumstances, and they concluded, that in order to prevent such a sad catastrophe, it was necessary to crowd on all sail, and to close reef the fore and mizen, and to cut away the after mast, thus throwing her lee, and lee guns all under water, which forced itself up to the hatches; and main yard almost in the water, when, thanks to the ever-loving Providence, the wind shifted all at once, and such a happy sea yet never so calm, as she was now, and the crew were all rejoicing in the respect of their deliverance.

I should mention, however, that just before the wind shifted, two doves lit on the ship, aft, remaining but a few minutes, and then disappearing; and a short time the wind in a measure ceased; when the ship was all at sea, as if she had not been in the situation she was in, and the crew were all rejoicing in the respect of their deliverance.

sleep on the rocky shores of Tripoli. During the night the ship sailed for the Captain's well.

The ship sailed for Tripoli on the 30th October, encountering bad winds and under double reef topsails all the way, having been injured considerably, and where they would have to go to work and repair her as soon as possible.

A VERY OLD MULE.—We noticed some months ago that an old mule, the property of the Earl of Eflexmere, had been stolen from Worsley village, and after a long search, no trace had been fortunately recovered. This aged creature was to be bought for £100 and 100 years old, and after working almost a century, been at length "turned out to grass" upon the moor, and is described by those who have seen him, to be "as lively as a cricket." The mule's great age is well attested by the fact that he is now to be seen to remember some fifty years ago to have seen it on the Bridge water estate, and it was then known as the "old mule," and a carter who died some months ago, aged 80 years, could remember working the animal above sixty years since. It is of a very diminutive size, and it is hoped it is now to enjoy green pastures and fresh water, freed from toil, for the remainder of its protracted existence.—*Manchester (Eng.) Guardian*.

GOLD DOLLARS AND PAPER DOLLARS.—A discussion is going on as to whether small notes are needed in a healthful currency. Referring to this subject the Philadelphia Ledger says:

We allude to the matter only to correct the impression that the use of small notes will make small change more abundant. This we think a mistake. As no one asks for notes of a less denomination than one dollar, of course the fractions of a dollar are made neither scarcer nor plentier by the use of paper dollars. As to gold dollars, there is no reason to suppose that they are wanted in almost any desired amount of any of the specy-paying banks, and at the mint by millions if desired. Then why have they been depreciated and doubtful small notes? We see no necessity for them."

EMIGRATION ACROSS THE PLAINS.—We find the following statistics of emigration across the Plains, in a Sacramento paper. It includes those parties who had crossed the plains by rail, by stage, and on horseback, 362, women 3,242, children 4,266, wagon 5,325, horses 6,538, mules 4,686, cattle 59,392, sheep 10,523, turkeys 150. Among the emigrants were three brothers named Patterson, from Jackson county, Missouri, who had driven through fifteen hundred head of cattle across the plains, and operated in several regions. The latter were freighted with provisions, &c., for the Mormons at Salt Lake Valley. Their freight bill amounted to the handsome sum of \$11,000.

EXECUTIVE PARDON.—We understand that a pardon has been received from Gov. Reid, of W. W. Boyd, from the remainder of the term of imprisonment imposed for the killing of Col. Martin J. Pickett. The pardon is to take effect on the 10th inst., and thus remits about 94 months' imprisonment.

Fay. Observer.

Rail Road Bridge over the Great Pee Dee.

A company of undertakers, from the north, has just arrived at the Great Pee Dee, to be put in operation over the bridge over the Great Pee Dee, at a point about one mile above Mars Bluff. It is a work of apparent magnitude to us, but it seems to be a small matter in the view of some of these enterprising workmen. The Bridge will be built on piers, encased by iron cylinders, and the bridge will be supported by columns to its tops. The diameter of the columns will be about six or eight feet, and the bridge present the singular appearance of being supported by large iron shafts rising out of the stream. It is supposed by the workmen that the piers will be completed by the end of the summer. It will be the most difficult part of the great work of throwing a bridge across the Great Pee Dee.

The delay in getting into to finish the western portion of the road, will probably cause the eastern portion to the Great Pee Dee to be put in operation first. If so, the immense trade of the Pee Dee country will flow into the lap of the North Carolina city.

Marion Star.

ANOTHER PLANK ROAD DIVIDEND.—It will be seen that the Fayetteville and Northern Plank Road Company has declared its first dividend of six per cent. This Company bought the Clarendon Bridge in Marion County, Mo., on the 1st of Sept., and has since the Road. The dividend is made from the receipts at the Bridge since April 1st and from the Road since Sept. A surplus of several hundred dollars is left on hand. The subscribed capital is \$29,600; though further conditional subscriptions will be realized as the road progresses.—*Fay. Observer.*

PUBLIC DEBT OF ARKANSAS.—The Governor, in his late message, recommends the adoption of some measure calculated to relieve the State from her present financial embarrassments. He says:

"We owe a debt of more than \$2,000,000, upon which we are not paying one dollar of the accruing interest, nor will our revenues enable us to do so.—Under this system, virtual repudiation is upon us, with all the evils of odious and retrograde consequences. An emergency must be made with majority of our creditors, or our bonds can be taken up at less, perhaps, than their value, provided the State will issue to them new bonds, payable at some future period, and provide for the interest thereon. And, in addition to this, we have a large amount of the bonds of the State, further advances to the State of half a million or more to be applied to works of internal improvement calculated to develop the resources of the State."

[WE REQUEST.]

Addressed to the Rev. J. S. James, Secretary, Delivered before the Wilmington State Cadets of Temperance.

MY YOUNG FRIENDS—Having been appointed by you to address you in behalf of Temperance this afternoon, I shall say but little, feeling how inadequate as all I can urge to the importance of so great a cause. The Temperance numbers are increasing fast, and many—a great many—have been snatched from the drunkard's grave by the kind hand of some Temperance friend. The Temperance cause is a great one, and fathers may never properly neglect it. The Cadets of Temperance are to be the saviors of the world, and the world-wide of a renown is left there for all. Let us therefore exclaim, in the language of Scripture, "The harvest truly is plenteous, but the laborers are few; pray ye therefore the Lord of the harvest that he will send forth laborers into his harvest." The Cadets of Temperance we are to fill the places of the Sons. As boys, we are to take the places of those who go before us. As men, may we ever keep in mind the great principles upon which true Temperance is founded. Let fathers may never properly neglect it. The children the Cadets of Temperance brought that leads to the drunkard's grave. Let us indulge a short time in tracing the drunkard's progress. Sometimes it begins at home;—the father has wine, cordials, &c., to drink after dinner, as a sort of beverage. He hands the fatal cup to his son and daughter, and they never properly neglect it. The Cadets of Temperance we are to fill the places of the Sons. As boys, we are to take the places of those who go before us. As men, may we ever keep in mind the great principles upon which true Temperance is founded. Let fathers may never properly neglect it. The children the Cadets of Temperance brought that leads to the drunkard's grave. Let us indulge a short time in tracing the drunkard's progress. Sometimes it begins at home;—the father has wine, cordials, &c., to drink after dinner, as a sort of beverage. He hands the fatal cup to his son and daughter, and they never properly neglect it. 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To the Honorable Members of the Senate and House of Commons of North Carolina:

Of the many important subjects that will doubtless engage your deliberations at the present session, none are more important to our individual attention than that of popular Education.

This subject appeals to the liberal spirit, warm approval and hearty co-operation of every citizen of the State, and its claims to your care and patronage are established by your own sagacious and far-seeing legislation. The full weight and responsibility of this high position I hope you duly appreciate. Your authoritative influence over the most valuable interests of a great State—the primary education of her people invests you new relations to this subject with increased importance.

In addressing you a few suggestions upon the importance of your early attention to this subject I hope not to be considered vain by expression the belief that they will receive your anxious attention. The members of the Legislature of 48-9 and with deep interest noted the address of an intelligent and benevolent legislator of the North upon the condition of the poor insane of the State, and manifested an encouraging spirit by appropriating sufficiency to build an Asylum. A native citizen, in a more humble way, is now ambitious of contributing to the many objects of improvement by pressing its importance upon the attention of the members of the present Legislature.

By education is meant the proper use of those instruments of knowledge which the elements of science afford, for developing, strengthening, training, and elevating the mind, and the dissemination of those great principles of virtue, knowledge, patriotism and religion, which guarantee their future usefulness to society, and happiness to themselves. This is of two kinds—Elementary and Scientific. The former relates more particularly to the instruction of the poor and ignorant, and the latter to the education of the children of the Government. By the constitution of our nature the beginning of our education or use of its instrumentalities, are intrusted to parents, who are necessarily the first teachers of children. Every child to stand—to walk—to talk, and to distinguish objects by names, which not only requires an exercise of the senses of hearing, seeing and feeling, but to a considerable degree the faculties of the mind are employed.—These are first lessons of education, impressed upon the mind of the child by the affectionate and judicious aid of parents. The government is here prohibited from any direct participation, except when devising a public educational system, the same instruction is not imparted by considering and educating every girl attendant as a future wife and mother, and every boy as a future citizen, and father, thereby becoming the right kind of instructors in return. This then brings the whole subject matter of primary education under the supervision of the government, and for this it should be held responsible. Every child has a right to primary education, and the government is bound to provide it, and hold it blameable for every case of omission, and to a great degree responsible for the misery, degradation and crimes of ignorance. From the time, therefore, the Legislature of North Carolina adopted a system of Common Schools, and ever since, the Government has been bound to maintain it, should she be looked upon as the foster-mother of every poor child within her limits.

You cannot but be apprised that the system now in vogue in this State, is so defective in its provisions, rules and regulations, that the distribution of the large amount to sustain it, is turned to but poor account, and that very little if any good results from its connection with the public authorities. While our Legislature has manifested a liberal spirit upon every other subject and obtained for the State already gigantic amounts of money, our Common School system has not received that attention which its merits and claims to your patronage demanded. As continued indifference on the part of the Legislature has not only checked its gradual improvement as a public system, but actually permitted it to become a mere convenience to private enterprise to promote its success. Obtaining no perfection, its existence only serves to excuse individual exertion and prevent the encouragement of private Schools. Alas! to every scheme of speculation where wealth or personal aggrandizement is the object, the Government is not sufficiently interested in cause of popular education to induce them to lay hold with an appreciative spirit and obtain for their children a more substantial legacy in their mental elevation. Let them but feel and know that co-operation with the public authorities would be to their advantage, and the part both would soon remove all the obstacles now operating against the efficiency of the system, and exalt our primary schools to a rank among the first in the State. If public sentiment could be awakened up to the subject, the Government would be enabled to remove all the obstacles, and all who are interested in the promotion of education engaged in the work, then we might soon see and appreciate the adoption of a judicious system of Common Schools to the wants and condition of our people. It is for the Legislature to begin this reform, and to give it the intelligence and patriotism I now appeal to in behalf.

A very commendable spirit of improvement has been exhibited by nearly every county in the State, in the erection of new Court Houses, Jails and more commodious buildings for the support and treatment of the poor. It is to be regretted that the same spirit has not been manifested in the erection of new schools, and that the county pride, much more might be shown by the improvement of our District School Houses, scattered as they are through the several Counties, and showing by their condition that they are overlooked, dilapidated and uncared for. Let them begin to exhibit signs of improvement, and the State will be enabled to remove all the obstacles now operating against the efficiency of the system, and exalt our primary schools to a rank among the first in the State. If public sentiment could be awakened up to the subject, the Government would be enabled to remove all the obstacles, and all who are interested in the promotion of education engaged in the work, then we might soon see and appreciate the adoption of a judicious system of Common Schools to the wants and condition of our people. It is for the Legislature to begin this reform, and to give it the intelligence and patriotism I now appeal to in behalf.

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